

Chapter 1: Purpose of and Need for Action

1.1 Introduction

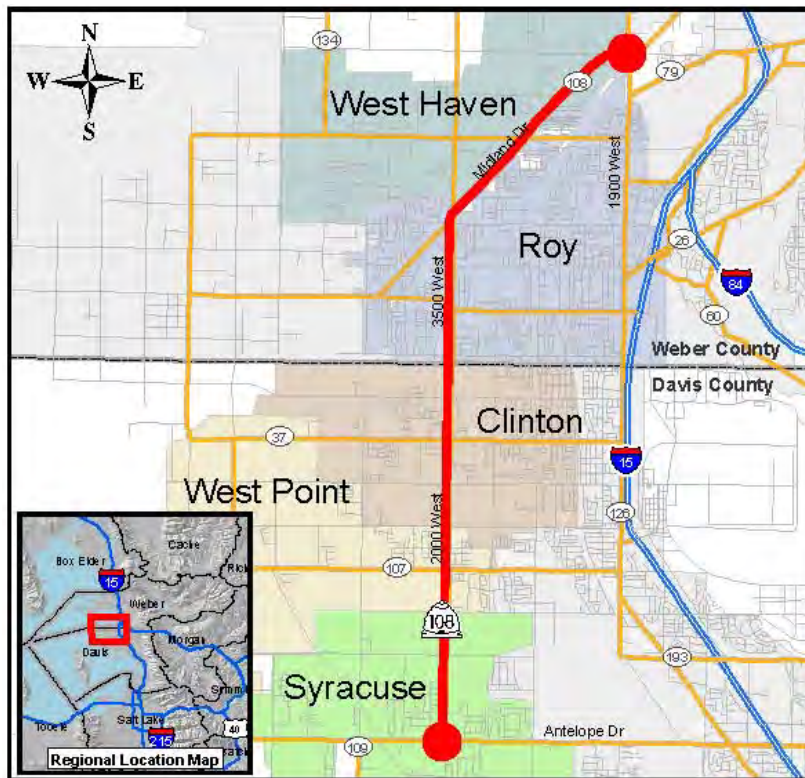
This Final Environmental Impact Statement (EIS) has been prepared to evaluate existing and future transportation conditions on State Route 108 (S.R. 108) between Antelope Drive (S.R. 127) in Syracuse and 1900 West (S.R. 126) in West Haven, a distance of about 9.5 miles. The project study area includes the cities of Syracuse, West Point, and Clinton in Davis County and Roy and West Haven in Weber County, Utah.

Exhibit 1.1-1 shows the project study area and the segment of S.R. 108 under evaluation. S.R. 108 is also known as 2000 West (in Syracuse, West Point, and Clinton) and 3500 West and Midland Drive (in Roy and West Haven). S.R. 108 is a two-lane road through the study area.

Why is S.R. 108 being evaluated?

The communities around the S.R. 108 corridor are growing, which is leading to heavy congestion on S.R. 108. This lack of capacity will continue to worsen if no improvements are made to the transportation system. In addition, the existing roadway has insufficient shoulders and sidewalks and lacks transit and bicycle facilities.

Exhibit 1.1-1: S.R. 108 Study Area





The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) share responsibility for developing roadway infrastructure in Utah. These agencies are working together to decide how to improve traffic and safety conditions on S.R. 108 based on the information in this EIS and the community input received during the public and agency involvement process.

1.2 Summary of Project Purpose and Need

1.2.1 Purpose of the Project

There are several roadway deficiencies on S.R. 108. In addition, traffic congestion levels are increasing on the roadway due to the growth of the cities along S.R. 108. The roadway needs to be improved to meet current design and safety standards and to maintain local and regional mobility. The purpose of the alternatives developed and evaluated in this EIS is to provide a solution to meet the long-term transportation needs in the project study area through the year 2035. Specifically, the purpose of the project is to:

- Reduce roadway congestion on S.R. 108.
- Eliminate the roadway deficiencies associated with a lack of shoulders and turn lanes in order to reduce accident rates on S.R. 108.
- Enhance the opportunities for multi-modal use of S.R. 108 by providing improved bicycle, pedestrian, and transit facilities consistent with local and regional land use and transportation plans.

What is the purpose of the S.R. 108 project?

The purpose of the S.R. 108 project is to reduce roadway congestion; improve safety; and enhance transit, pedestrian, and bicycle facilities.

1.2.2 Need for the Project

The need for the S.R. 108 project is a result of the following conditions:

- **Current and Future Lack of Capacity.** Continued growth in the study area has resulted in increased travel on S.R. 108 that will exceed the roadway capacity, resulting in heavy congestion and causing long commutes and poor access for residents and businesses (see Section 1.4.1, Population, Household, and Employment Growth in the Study Area, and Section 1.4.3, Current and Future Traffic Congestion).
- **Reduced Function of S.R. 108.** Increased congestion along S.R. 108 will reduce the overall function of the roadway as an arterial that accommodates through traffic and will decrease the overall local and regional mobility for residents of Syracuse, West Point, Clinton, Roy, and West Haven (see Section 1.4.3, Current and Future Traffic Congestion).
- **Roadway Deficiencies.** Parts of S.R. 108 were built over 40 years ago and do not meet current design standards. These deficiencies include insufficient shoulders and turn lanes, a lack of sidewalks and bicycle lanes, and a lack of pullouts to support bus service (see Section 1.4.4, Safety on and Roadway Condition of S.R. 108, and Section 1.4.5, Transit, Pedestrian, and Bicycle Needs).

Why is the S.R. 108 project needed?

The project is needed because of the current and future lack of capacity on S.R. 108, the anticipated reduced function of S.R. 108 from future congestion, and the current roadway deficiencies of S.R. 108.

1.3 Regional and Local Planning Considerations

This section provides an overview of the regional and local land use and transportation plans that address the current and future condition of S.R. 108. The planning documents consist of the Wasatch Front Regional Council's (WFRC) Regional Transportation Plan (WFRC 2007), land use and transportation plans prepared by the cities along S.R. 108, and the Statewide Transportation Improvement Program.

Why are previous planning studies important in determining the need for a project?

Planning studies, which typically go through a public process, examine where future improvements to transportation infrastructure are needed to support the community's anticipated physical expansion and economic growth.



1.3.1 WFRFC Long-Range Transportation Plan

WFRFC is the designated metropolitan planning organization that works in partnership with UDOT, the Utah Transit Authority (UTA), city and county governments, and other stakeholders to develop the Regional Transportation Plan. WFRFC prepares the Wasatch Front Urban Area Regional Transportation Plan, which is the region's plan for highway, transit, and other transportation-related improvements to meet the area's growing travel demand over the next 30 years (WFRFC 2007).

Exhibit 1.3-1 provides an overview of the recommended transportation improvements for S.R. 108 that are identified in the Long-Range Transportation Plan. The plan identifies S.R. 108 as a minor arterial.

Exhibit 1.3-1: Recommended Future Improvements for S.R. 108 Identified in the WFRFC Long-Range Transportation Plan

Factor	Future Improvements Identified
Roadway	Identifies S.R. 108 from Antelope Drive to 1900 West as a minor arterial with four travel lanes with either a 100-foot or 106-foot right-of-way. These improvements are proposed in Phase 1 of the plan (2007 through 2015). Identifies upgrading S.R. 108 as one of the important upgrades for arterial streets in Davis and Weber Counties.
Transit	Identifies high-frequency bus service for S.R. 108. High-frequency routes are identical to other routes except that they operate more often (about every 15 minutes). Bus service could include limited stops or local service as well as peak-hour or all-day service.
Bicycle	Identifies a Class III bicycle facility for S.R. 108. A Class III bicycle facility has signs that designate the roadway for bicycle travel in the vehicle travel lanes, but the roadway does not have a separately striped bicycle lane.

Source: WFRFC 2007

What is travel demand?

Travel demand refers to the forecasted amount of travel on existing and future roadways. Travel demand can be met by various modes of travel including driving, bicycling, and transit.

S.R. 108 is classified as a minor arterial. What does this mean?

Minor arterials typically have four travel lanes (two in each direction) and a center turn lane. A minor arterial is designed to carry trips of moderate length, yet provide some access to residences and businesses.

1.3.2 Local Land Use and Transportation Plans

Each city along S.R. 108 between Antelope Drive and 1900 West has developed land use and/or transportation plans that identify the need for transportation improvements as well as the future zoning and land use desires of the community. Interviews conducted in June 2006 with representatives from the cities along S.R. 108 demonstrated that the cities are planning for and allowing commercial development on the roadway and would like improved access to these developments (J. Anderson 2006; S. Anderson 2006a; Davis 2006; Larson 2006a; Vinzant 2006; Worthen 2006). Exhibit 1.3-2 summarizes the communities' plans for S.R. 108. Note that some of the cities identify S.R. 108 as different types of arterial, such as major, minor, or principal.

Exhibit 1.3-2: Local Community Plans for S.R. 108

City	Plans for Future Improvements
Syracuse	The city's Recommended Right-of-Way Master Plan identifies S.R. 108 as a major arterial (four travel lanes) with a 110-foot right-of-way. Future land uses along the roadway include commercial, institutional (school), and residential.
West Point	The city's Land Use Plan identifies most of the S.R. 108 corridor as zoned for commercial development. S.R. 108 is currently West Point's only commercial zone. The city's Street Master Plan identifies S.R. 108 as an important arterial. The Street Master Plan also identifies the need for traffic signal and capacity improvements at the intersections with 300 North and 800 North.
Clinton	The city's Transportation Master Plan identifies S.R. 108 as a proposed five-lane road with a proposed signal at 1300 North. Future land uses along S.R. 108 include residential and commercial.
Roy	The city's General Plan identifies S.R. 108 (3500 West and Midland Drive) as an arterial street and notes that the road should be widened to keep up with travel demand. The plan also identifies that S.R. 108 should be designated a Class III bicycle facility. High-accident locations (those with 20 to 100 accidents over a 5-year period) were identified on S.R. 108 at 4800 South, 5600 South, and 6000 South. Future land uses on undeveloped land along S.R. 108 include commercial and residential.
West Haven	The city's General Plan identifies future land uses along S.R. 108 (Midland Drive) as commercial and mixed use (high-, medium-, and low-density residential and light commercial). Although West Haven does not currently have a formal Transportation Plan, the General Plan shows S.R. 108 with a 100-foot right-of-way to accommodate new commercial and residential development.

Sources: City of West Point 2000; City of Roy 2002; City of Clinton 2004a, 2006a; City of Syracuse 2005, 2006a; City of West Haven 2005, 2006



1.3.3 Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program is a 5-year plan of highway and transit projects for the state of Utah that guides the development of projects from conception through construction. The 2007 Statewide Transportation Improvement Program includes preliminary engineering and environmental studies for S.R. 108.

1.3.4 Related Projects

A number of other environmental studies for roadway improvements involving connections to portions of S.R. 108 have been completed. These studies also demonstrate the need for transportation improvements in the study area to meet the growing travel demand (see Exhibit 1.3-3 on page 1-8). Each of these projects has independent utility, was included as part of the No-Action Alternative, and was used to help develop the purpose of the S.R. 108 project and the S.R. 108 alternatives. These studies are described below.

What is independent utility?

Independent utility means that a project would be usable by itself and would represent a reasonable expenditure of funds even if no additional transportation improvements in the area are made.

- **Syracuse Road; 1000 West to 2000 West, Syracuse, Final Environmental Impact Statement and Section 4(f) Evaluation (UDOT 2006b).** Widen Syracuse Road from two to four travel lanes from 1000 West to 2000 West in Syracuse. This portion of roadway is about a 1-mile segment of two-lane road between two four-lane segments. The purpose of the project is to accommodate the regional travel demand for east-west travel in northwest Davis County and provide a transportation facility that is consistent with state, regional, and local plans. The project has independent utility from the S.R. 108 project because it addresses east-west travel demand between two major cross streets. Funding for constructing this project has been identified, and construction is expected to start in 2008. The project is currently in the final design phase.
- **S.R. 79; Hinckley Drive Extension to S.R. 108 Ogden, Environmental Assessment (UDOT 2002a).** Provides a new five-lane road between S.R. 108 and S.R. 79 (Hinckley Drive) at 1900 West. Hinckley Drive connects to Interstate 15 (I-15). The purpose of the project is to improve east-west regional traffic circulation and access between western Weber County and the Ogden metropolitan area and to accommodate expected

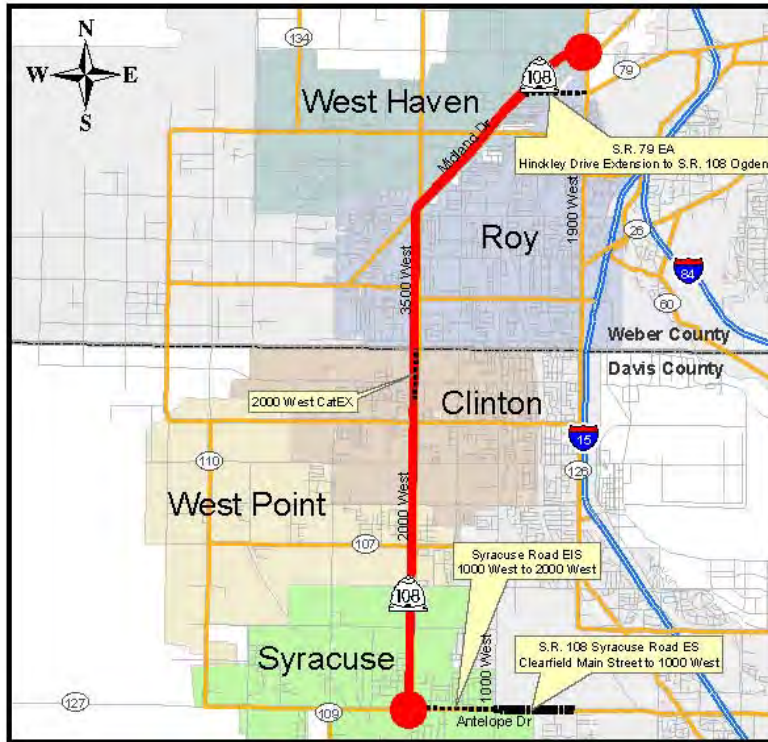
residential and commercial growth. The project will be an east-west arterial extension of Hinckley Drive that connects 1900 West and Hinckley Drive to S.R. 108. This connector has independent utility from the S.R. 108 project because it completes the final portion of an east-west connection between I-15 and S.R. 108 and can be constructed without influencing the S.R. 108 project. Funding for designing and constructing this project has been identified, and the project is currently in the final design phase. Construction could start in 2010.

- **2000 West (S.R. 108) Road Project, Clinton, Utah Categorical Exclusion (CatEX) (UDOT 2005).** This project was identified by the City of Clinton to reduce congestion and improve safety on S.R. 108 by adding a bikeway, shoulders, and center turn lane along S.R. 108 from 1300 North to 2300 North. The project's environmental and design phases were initiated before the start of the S.R. 108 project. Because the purpose of the project is to provide some immediate safety improvements and congestion relief to the residents of Clinton, the City decided to move forward with construction since funding for the S.R. 108 project had not been identified. The project is under construction and is expected to be completed in the spring of 2008.
- **S.R. 108: Syracuse Road; Clearfield Main Street to 1000 West, Clearfield, Final Environmental Study (UDOT 2002b).** Widen the east-west portion of S.R. 108 (known locally as Syracuse Road/Antelope Drive) from two to four travel lanes with a center turn lane, shoulders, curb, gutter, and sidewalk from Main Street to 1000 West in Clearfield. A traffic signal at 300 West was also included in the project. The purpose of the project was to meet capacity demands, decrease safety hazards, and meet current design standards. Construction of the project was completed in 2003 before the S.R. 108 project was initiated.

The S.R. 79 Hinckley Drive Extension project is funded for construction in 2010. The analysis for the S.R. 108 project assumes that the Hinckley Drive Extension and the projects described above are constructed.



Exhibit 1.3-3: Related Environmental Studies



1.4 Needs Assessment

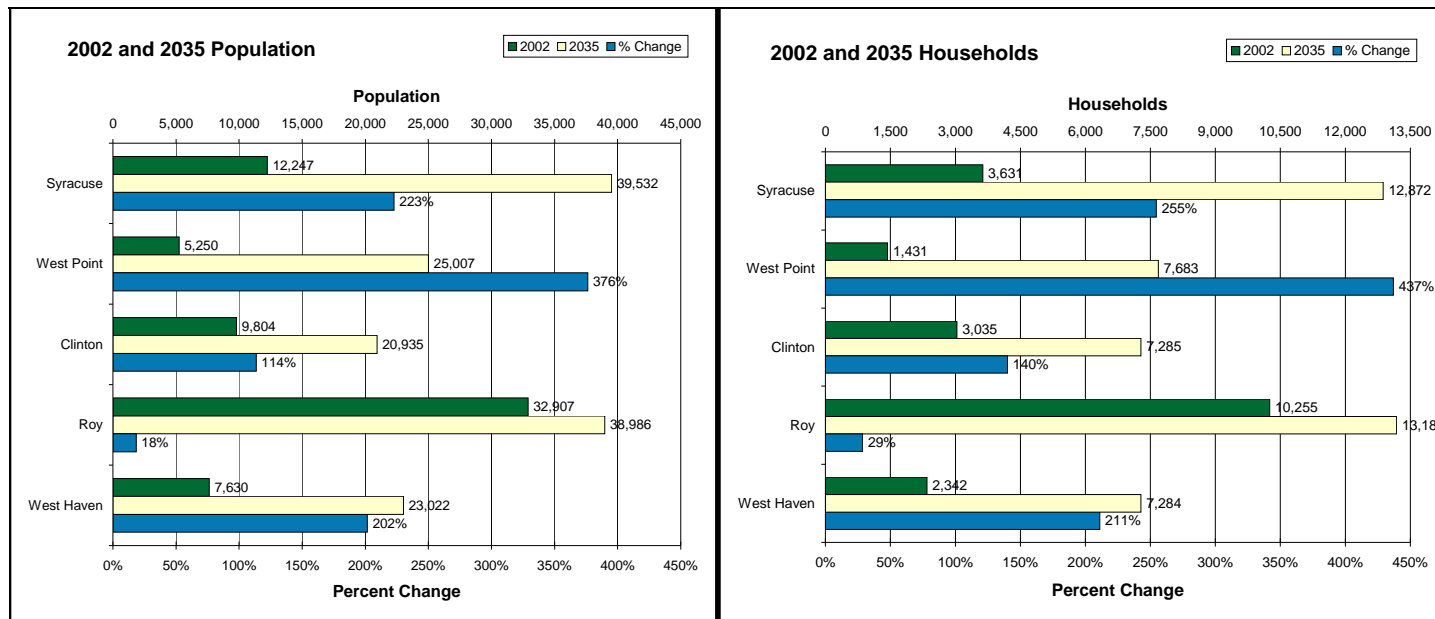
1.4.1 Population, Household, and Employment Growth in the Study Area

Population, household, and employment growth are all important factors in determining future travel demand. Large increases in any of these factors over an extended period can cause substantial increases in travel demand, which results in congestion on roadways if capacity does not keep up with the demand.

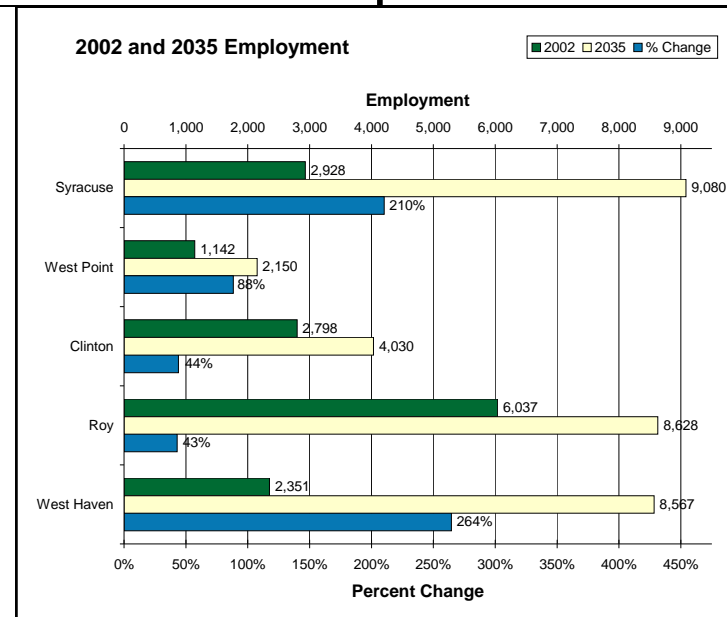
As shown below in Exhibit 1.4-1, all five cities along S.R. 108 are expected to have some growth between 2002 and 2035 with the highest population growth occurring in West Point and the lowest growth in Roy. In Exhibit 1.4-1, the green and yellow bars show the projected increase in population between 2002 and 2035 for each city, while the blue bars show the projected percent growth for each city. The 2002 data shown in Exhibit 1.4-1 were the most complete population, household, and employment data available for all of the cities in the study area for the same period (InterPlan 2006a; WFRC 2006).

How will population and household growth affect S.R. 108?

Large increases in population and the number of households will increase travel demand and congestion on S.R. 108 and potentially decrease safety. Without improvements to S.R. 108, this growth will eventually result in poor commute times and long delays along the roadway.

**Exhibit 1.4-1: 2002 and 2035 Population, Households, and Employment**

Sources: InterPlan 2006a;
WFRC 2006





1.4.2 Importance of S.R. 108 to the Local and Regional Transportation System

S.R. 108 has two travel lanes from Antelope Drive to 1900 West and is classified as an arterial roadway because it provides important access between the cities along S.R. 108 and I-15 (the only major interstate in the study area) via Antelope Drive to the southeast and between the cities and the employment and commercial areas in Ogden to the northeast. S.R. 108 is also the only continuous north-south connector west of I-15 in the area. In addition, S.R. 108 provides connectivity to major east-west roads such as Antelope Drive (S.R. 127) in Syracuse, S.R. 107 in West Point, and S.R. 37 in Clinton (see Exhibit 1.1-1: S.R. 108 Study Area above).

Meetings were held with representatives from the cities along S.R. 108 in June and July 2006. All of the cities (Syracuse, West Point, Clinton, Roy, and West Haven) noted the importance of S.R. 108 as a local and regional roadway that provides connectivity to both I-15 and the employment and commercial centers in Ogden. The cities stated that their plans include widening S.R. 108 to help improve both local and regional connectivity. The cities also referred to S.R. 108 as either the primary or secondary commercial corridor within the city and noted the importance of reducing congestion to current and future businesses.

1.4.3 Current and Future Traffic Congestion







This section provides a summary of the current and anticipated future traffic congestion on S.R. 108. Congestion levels are evaluated using a measure called level of service (LOS). Level of service is a method of describing the congestion level of a street or freeway. When the capacity of a roadway is exceeded, the result is congestion and a poor level of service.

Level of service is represented by a letter “grade” ranging from LOS A for excellent conditions (free-flowing traffic) to LOS F for failure conditions (extremely congested, stop-and-go traffic). LOS B through LOS E describe progressively worse traffic conditions (see Exhibit 1.4-2 below). Typically, in urban areas, LOS E and F are considered unacceptable congestion levels and LOS D and above are considered acceptable congestion levels.

How is traffic congestion measured?

Traffic congestion is measured by a rating called level of service (LOS) that covers the range of congestion levels from free-flowing traffic (LOS A) to excessive delays (LOS F).

Exhibit 1.4-2: Level of Service Categories

A	B	C	D	E	F
					
Free flow, no delays	Stable flow, minimal delays	Stable flow, acceptable delays	Restricted flow, regular delays	Maximum capacity, extended delays	Forced flow, excessive delays

Studies have shown that congestion translates into increased travel times and fuel consumption (Connecticut General Assembly 2000). As these factors increase, workers’ productivity declines and costs associated with labor and fuel increase. In addition, in areas with heavy congestion, the traveling public tends to avoid this traffic, which results in a decreased use of commercial services in those areas. This is an important issue for S.R. 108 because it is an important commercial corridor for the five cities in the study area.

The following two sections analyze the levels of service at intersections along S.R. 108 and on the S.R. 108 roadway itself under current (2006) and future (2035) traffic conditions. This analysis looks at the afternoon peak travel time (3 PM to 6 PM), which is typically the busiest travel time of the day. The traffic projections for 2035 were determined using the WFRC regional transportation model. For the 2035 projections, all proposed projects in the WFRC Long-Range Transportation Plan were assumed to have been implemented except for improvements to S.R. 108. (The 2035 conditions for this analysis are the same as the No-Action Alternative; see Section 2.2.1, No-Action Alternative.)

What is afternoon peak travel time and why is it studied?

The afternoon peak travel time, or PM peak period for this study, is between 3 PM and 6 PM. This time period is evaluated because it is typically the time of day when roads are the most congested. Proposed future roadway improvements are based on the most congested conditions expected on the roadway.



As shown in Exhibit 1.4-3, the number of intersections operating at unacceptable levels of congestion (LOS E or F) is expected to increase substantially between 2006 and 2035.

Exhibit 1.4-3: Summary of Level of Service on S.R. 108

S.R. 108 Component	2006	2035 (Projected)
Major intersections at LOS E or F ^a	2	7
Roadway segments at LOS E or F ^b	18	18

^a 14 intersections were evaluated on S.R. 108.

^b 18 roadway segments were evaluated on S.R. 108.

As shown in Exhibit 1.4-4 and Exhibit 1.4-5 below, one roadway segment currently operates at LOS E, while the other segments operate at LOS F. In 2035, all roadway segments are expected to operate at LOS F.

1.4.3.1 Current and 2035 Level of Service at Intersections along S.R. 108

The 14 intersections that are expected to have the highest amount of traffic by 2035 were evaluated to determine their current and future levels of service. Because 200 South and 3600 South currently do not have substantial traffic volumes, no current level of service is available for these intersections. However, the 2035 level of service was calculated for these intersections (using data extrapolated from S.R. 108 traffic counts) because the WFRC Long-Range Plan identifies major improvements at these locations as being completed by 2030.

Currently, 10 of the 14 major intersections in the S.R. 108 study area have traffic signals. Under existing conditions during the afternoon peak travel time, nine of the 14 intersections on S.R. 108 currently operate at LOS C or better. The two non-signalized intersections at 700 South and 1300 North operate at LOS E and LOS F, respectively.

How will congestion affect intersections along S.R. 108 in the future?

Increased congestion on S.R. 108 will lead to increased delay at intersections resulting in unacceptable operating conditions at seven of the 14 major intersections along the roadway.

Exhibit 1.4-4: Levels of Service on the Roadway under Existing (2006) Conditions

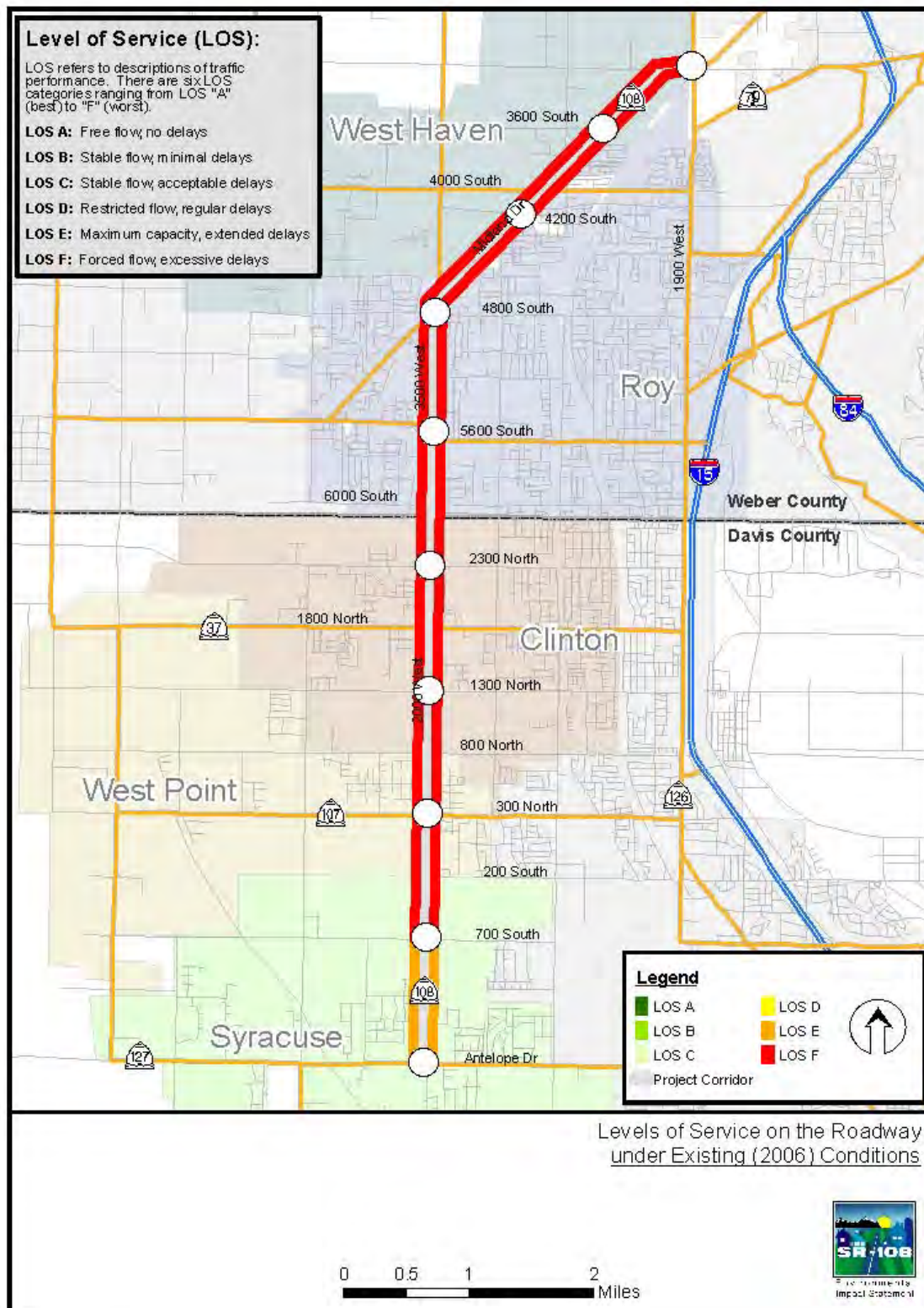
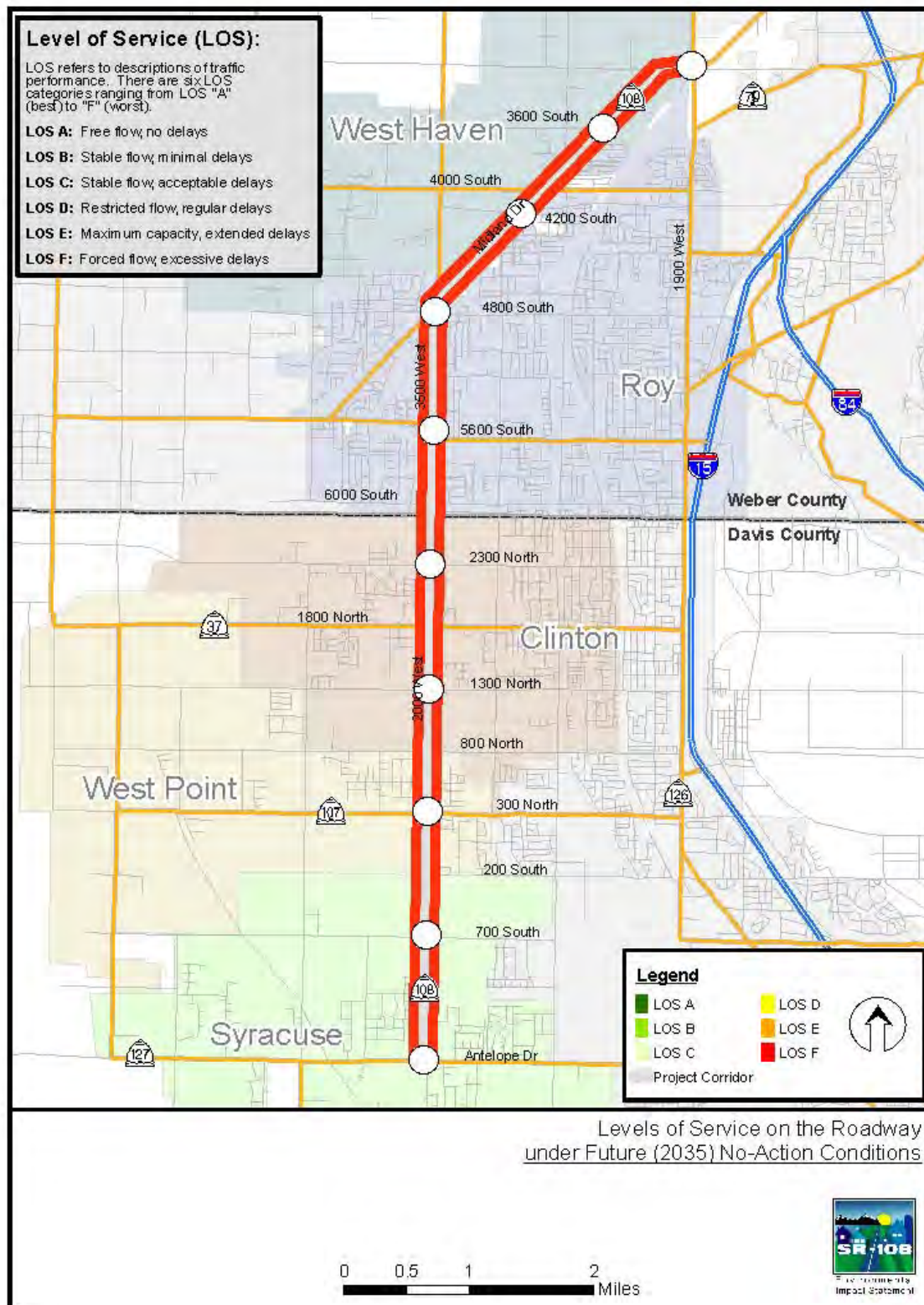




Exhibit 1.4-5: Levels of Service on the Roadway under Future (2035) No-Action Conditions



These levels of service indicate that drivers on S.R. 108 are experiencing some congestion at the intersections as traffic volumes exceed the roadway's capacity to handle this traffic (see Exhibit 1.4-6 below). Most of the signalized intersections along S.R. 108 have been upgraded to include left-turn and right-turn lanes. These improvements likely help the signalized intersections operate at LOS C or better, while the non-signalized intersections are more susceptible to congestion.

In addition, the signalized intersections discussed above were analyzed for future (2035) level of service during the afternoon peak travel time. Although the 2035 conditions assume that capacity improvements will be made to many streets adjacent to S.R. 108, the analysis found that the future intersection level of service along S.R. 108 would still get worse. As shown below in Exhibit 1.4-6, the intersection analysis shows that, by 2035, seven of the 14 intersections are expected to operate at LOS E or F, which are considered unacceptable operating conditions.

1.4.3.2 Current and 2035 Level of Service on the S.R. 108 Roadway

In addition to the intersection analysis, an evaluation was conducted for the level of service on the S.R. 108 roadway. To evaluate the existing conditions, S.R. 108 was divided into nine segments. Each segment was evaluated for northbound and southbound travel during the afternoon peak travel time for a total of 18 segments. Exhibit 1.4-4: Levels of Service on the Roadway under Existing (2006) Conditions above shows the level of service on each S.R. 108 roadway segment. Under existing conditions, all S.R. 108 roadway segments operate at LOS E or F.

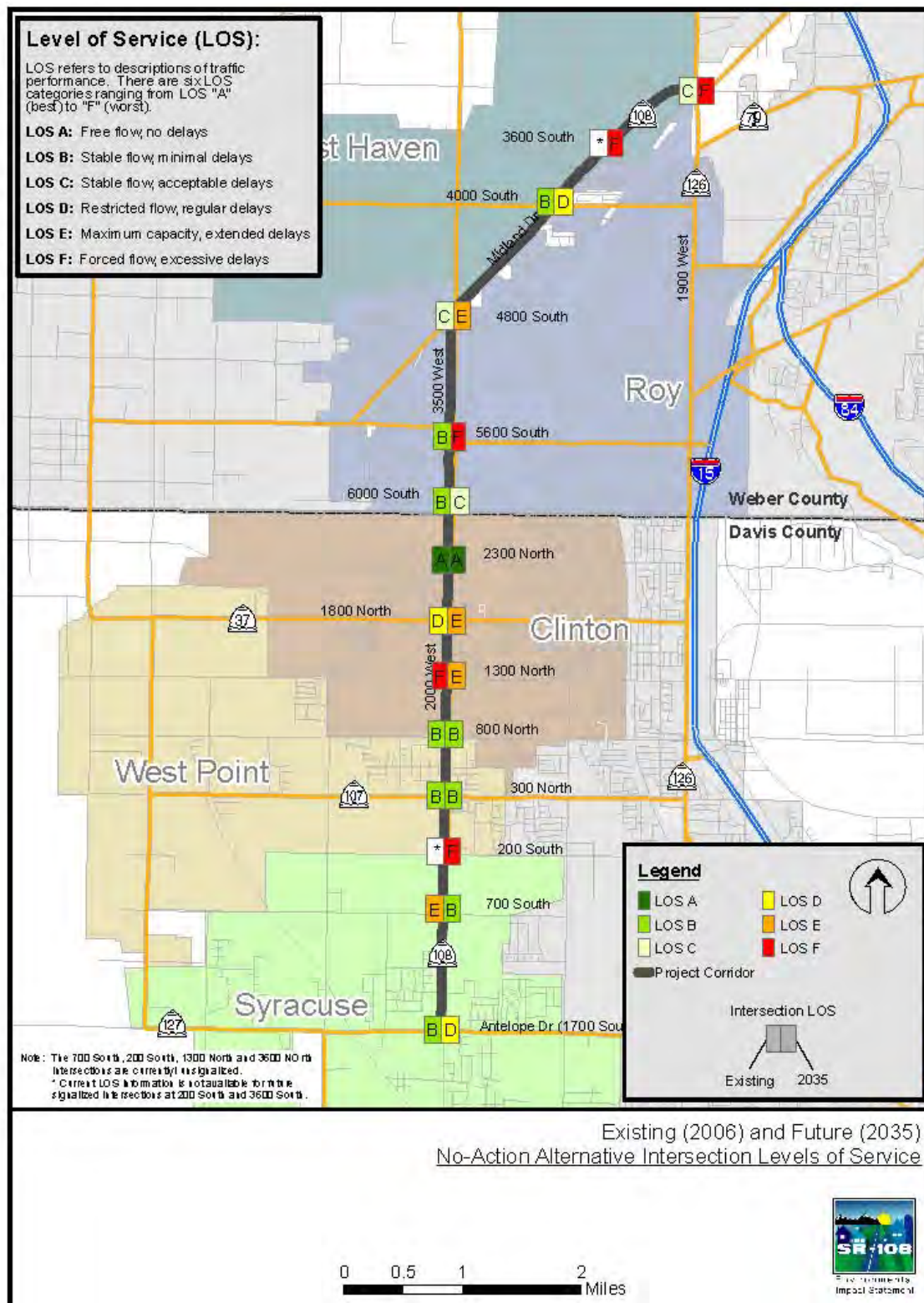
As population increases in the study area, travel demand will grow and congestion on S.R. 108 will increase. To evaluate the 2035 conditions, S.R. 108 was divided into the same nine segments. Each segment was again evaluated for northbound and southbound travel during the afternoon peak travel time for a total of 18 segments. As shown above in Exhibit 1.4-5: Levels of Service on the Roadway under Future (2035) No-Action Conditions, by 2035, all 18 segments would operate at LOS F, which is considered unacceptable operating conditions.

How will congestion affect the S.R. 108 roadway in the future?

Current congestion on S.R. 108 has led to unacceptable operating conditions on all portions of the roadway. As congestion increases, operating conditions will continue to degrade.



Exhibit 1.4-6: Existing (2006) and Future (2035) No-Action Alternative Intersection Levels of Service



1.4.4 Safety on and Roadway Condition of S.R. 108

Parts of S.R. 108 were first paved more than 40 years ago, and the roadway does not meet current design standards. Some of the specific deficiencies identified along S.R. 108 are:

- **Narrow Shoulders.** Much of the existing S.R. 108 roadway has narrow gravel shoulders. Adequate shoulder width is important for maintaining both safety and the efficient operation of the roadway. Wider shoulders provide areas for emergency vehicles to bypass congested traffic and provide space where vehicles with mechanical problems can pull off the road. In addition, a lack of shoulders is a deterrent to future bus service along S.R. 108 because buses would be unable to pull out of traffic when stopping, a situation that would increase congestion and decrease safety.
- **Narrow Setbacks.** The close proximity of S.R. 108 to many of the homes and businesses along S.R. 108 is a safety issue. Representatives from West Point and Syracuse specifically noted that the narrow setback between the roadway and adjacent buildings was a problem in their communities (Davis 2006; Hansen 2006).
- **Access Conflicts.** Three of the 11 signalized intersections along S.R. 108, in addition to minor intersections all along S.R. 108, do not have dedicated turn lanes. Where dedicated turn lanes are lacking, vehicles must slow down in traffic to make turns into residences and businesses, which reduces the travel speed along the roadway and, consequently, the capacity and level of service. With the large number of driveways and the heavy traffic on S.R. 108, the road doesn't adequately serve either through traffic or the adjacent properties. The variation in travel speed between through traffic and access-related traffic has also created safety concerns. As growth in travel occurs along S.R. 108, the conflicts associated with access to property versus through traffic will increase.
- **Skewed Intersections.** Many of the existing intersections on S.R. 108 are skewed, especially where S.R. 108 (Midland Drive) runs northeast at a 45-degree angle, and the configuration of these intersections contributes to safety concerns.

Why must roadways be upgraded to meet current design standards?

Roadways need to be improved to meet current design standards in order to maintain regional mobility and improve safety. Specific design deficiencies on S.R. 108 include narrow shoulders, narrow setbacks, access conflicts, and skewed intersections.



1.4.4.1 Accidents

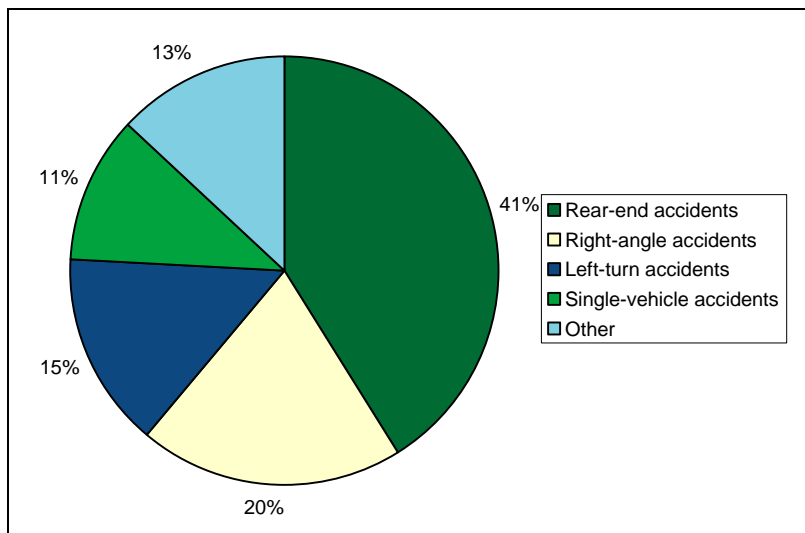
The deficiencies listed in Section 1.4.4, Safety on and Roadway Condition of S.R. 108, contribute to safety problems on S.R. 108. The accident rate on S.R. 108 between Antelope Drive (S.R. 127) and 1900 West (S.R. 126) is 3.46 accidents per million miles traveled, which is lower than the expected rate of 4.83 accidents per million miles traveled for a road of this type. The severity of accidents, at 1.70 fatal accidents plus injury accidents per million miles traveled, is higher than the expected rate of 1.63 fatal accidents plus injury accidents per million miles traveled for a road of this type (UDOT 2006a).

As is typical in urban areas, most of the accidents that occurred on S.R. 108 between 2002 and 2004 were concentrated at intersections (about 70%). Also, rear-end accidents were more common in some segments of S.R. 108. Of the accidents that occurred on S.R. 108, about 41% were categorized as rear-end accidents, 20% were right-angle accidents, 15% were left-turn accidents, and 11% were single-vehicle accidents (see Exhibit 1.4-7).

What are accident rates and accident severity?

Accident rates are based on the number of accidents that occur for every 1,000,000 miles traveled on a road. Accident severity is the number of fatal accidents combined with the number of injury accidents that occur for every 1,000,000 miles traveled on a road. The expected accident rate and accident severity are an average based on similar roadways across Utah.

Exhibit 1.4-7: Types of Accidents in the Study Area (2002–2004)



Source: UDOT 2006a

Exhibit 1.4-8 below shows that the majority of accidents on S.R. 108 are clustered around intersections and specific segments of S.R. 108 that lack turn lanes and sufficient shoulders.

Exhibit 1.4-8: Accident Locations (from 2002–2004) along S.R. 108 Corridor





Rear-end accidents are largely attributed to vehicles following other vehicles too closely as well as inattention by drivers. The lack of turn lanes and inadequate shoulders discussed in Section 1.4.4, Safety on and Roadway Condition of S.R. 108, also creates hazards for drivers as they turn into and exit driveways along S.R. 108. Other accidents that occurred along S.R. 108 are attributed to failure to stop at stop signs and traffic signals as well as failure to yield the right-of-way.

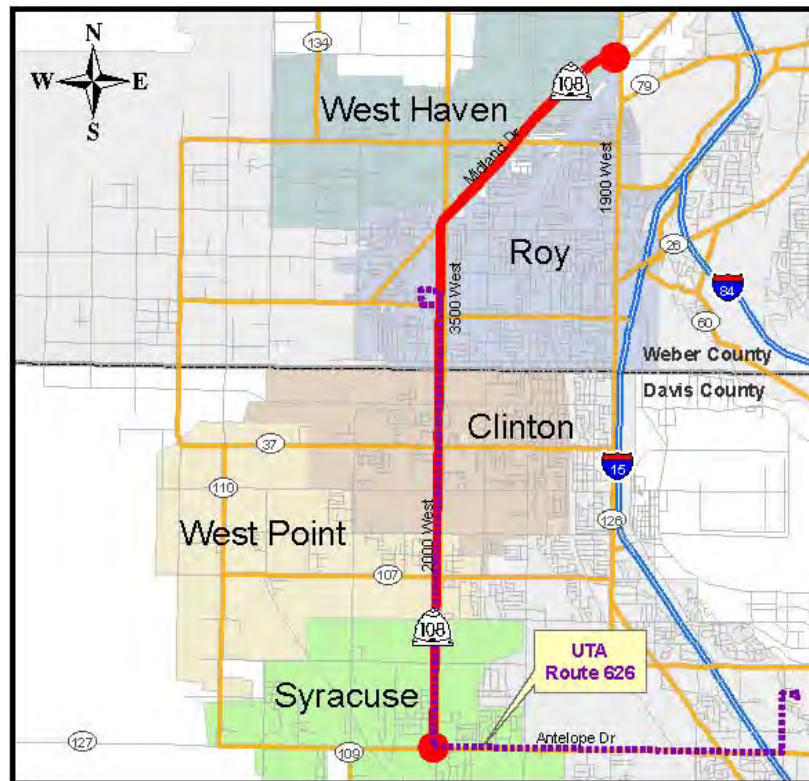
During the public scoping process, many people mentioned that the non-signalized intersection at 700 South is a cause of accidents. Other problems cited by the public included accidents or near-accidents caused by vehicles slowing down to make turns into driveways or exiting driveways directly into traffic. Speed was also frequently cited as a problem, especially in situations where vehicles are trying to get in or out of driveways while other vehicles are moving fast in both directions and there is no turn lane (UDOT 2006c).

1.4.5 Transit, Pedestrian, and Bicycle Needs

1.4.5.1 Transit Needs

UTA bus route 626 operates on S.R. 108 from Antelope Drive in Syracuse to 5350 South in Roy (see Exhibit 1.4-9 below). Buses operate Monday through Saturday and provide access to the Weber State University Davis Campus. Buses operate every hour during service hours, but UTA plans to offer high-frequency bus service in the future. Currently S.R. 108 does not have appropriate bus pullouts or shoulders along the roadway, which leads to traffic backing up behind stopped buses or pulling around the buses into oncoming traffic.

Exhibit 1.4-9: Bus Service on S.R. 108



1.4.5.2 Pedestrian and Bicycle Needs

In general, S.R. 108 has little room for pedestrians and bicyclists except for the gravel shoulder, which is very narrow in most locations. The roadway is not currently signed or striped to accommodate bicycles. If sidewalks exist along S.R. 108, they are discontinuous and have been installed mainly along new developments. In these areas of new development, the sidewalk is properly set back from the roadway. In the remaining sections of S.R. 108, if there is a sidewalk, it is not properly set back from the roadway.

Two cities along S.R. 108, Clinton and Roy, have identified the need for additional pedestrian and bicycle facilities along the roadway (Larson 2006a; Vinzant 2006).



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